Recent research programmes and evaluations of actual aircraft overruns into arresting systems have demonstrated predictable and effective safety benefits. One good example is the Engineered Material Arresting System (EMAS), which has successfully arrested several aircraft overrunning runways in recent years.

Annex 14, Volume I—Aerodrome Design and Operations to the Convention on International Civil Aviation, contains international Standards and Recommended Practices (SARPs) requiring the provision of RESA to reduce the risk of damage to aircraft undershooting or overrunning a runway.

Recognizing the importance of the provision of RESA and the effectiveness of an arresting system, the ICAO Secretariat, with the assistance of the Aerodromes Panel, has made an amendment proposal to Annex 14, Volume I, to strengthen the requirement for RESA and to introduce arresting systems into the Annex.

According to the proposal, all types of runways are required to be provided with RESA, including non-instrument runways with code numbers 1 and 2. The introduction of arresting systems in relation to the provision of RESA offers additional mitigating measures to address aircraft overruns.

As proposed, the length of a RESA may be reduced where an arresting system is installed with demonstrated performance that provides a level of protection at least equivalent to the prescribed RESA.

On 3 May, 2011, the Air Navigation Commission (ANC) completed its preliminary review of the proposed amendments on RESA and arresting systems, authorizing their transmission to Member States and appropriate international organizations for comment.

Based on the comments received and further analysis by the ICAO Secretariat, the ANC will conduct its final review of the proposed amendment on RESA and arresting systems and will submit its recommendation to Council for adoption. It is envisaged that this amendment will become applicable toward November 2012.

Associate guidance material will be included in Doc 9157—Aerodrome Design Manual, Part 1—Runways, after the proposed SARPS become applicable.